

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

REPORT

CD NO.

COUNTRY Rumania

DATE DISTR. 4 FEB 1952

SUBJECT 1. The Constanta Sovromtransport Organization
2. Port of Constanta

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PLACE
ACQUIREDNO. OF ENCLS. 50X1-HUM
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THIS IS UNEVALUATED INFORMATION

1. The headquarters of the Constanta branch of the Sovromtransport firm is in the Maritime station building within the port of Constanta. The General Manager at Constanta is a Soviet citizen named Sini. 50X1-HUM
2. The Sovromtransport branch has the following sections:
 - a. Import-Export Section
 - b. Cement Transport Section
 - c. Customs and Expediting Section
 - d. Bookkeeping Section
 - e. Domestic Transportation Section
 - f. Maritime Transportation Section
3. The Maritime Transportation Section is directed by [redacted] Ravici. The chiefs of the Rumanian part of the Section are [redacted] named Wacsman and L. Roscovici. 50X1-HUM
4. These vessels which enter the port of Constanta on their first trip since the end of World War II are instructed by radio concerning the mine fields. A pilot meets the incoming vessel. He is accompanied by a physician who inspects the vessel in accordance with Rumanian health ordinances. The vessel proceeds to its berth and the Militia and Customs officials get aboard. They are accompanied by Customs Guards and the Sovromtransport clerk. The captain of the vessel is asked his last point of departure, about the cargo, and whether or not he has foreign currency or medicines aboard. When these formalities have been completed the captain is taken to the Sovromtransport agency where the business details of loading or unloading cargo is undertaken.
5. Loading is done on a charter basis or on the basis of a contract signed beforehand by the steamship line and the Sovromtransport agency. 50X1-HUM
6. [redacted]
The vessels which visit the port vary between 3000 and 6000 tons and the caiques range between 200 and 500 tons. The cargoes carried by the larger vessels include ball bearings and spare parts for various machines. Cotton, wool, nuts, marble and feathers are among the other items transported into

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Rumania. The [] caiques, particularly, are loaded with lumber on a barter basis [] When the vessels are loaded, forms such as bills of lading, manifests, discounts, disbursements and time sheets are calculated in Rumanian lei and transformed into pounds or dollars. []

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[] vessels must pay on departure. The bills include port taxes, salvage fees (if any), sanitation fees, tugs, water, telegrams, and boatmen's fees.

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7. Agency fees for larger ships range between 15,000 and 40,000 lei, depending on the cargo and unloading operations, as well as commissions of two and one-half per cent on freight unloaded and one per cent on freight loaded which had been obtained by the agency for the vessel being loaded. The agency fee for the caiques run between 5000 and 1000 lei. []

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